AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

Entered as second-class matter September 16, 1912, at the Postoffice at Washington, D. C., under the act of August 24, 1912.

VOL. 7. NO. 49. WASHINGTON, D. C., SATURDAY, MARCH 2, 1918. WHOLE NO. 361.

The A. F. of L. Weekly News Letter contains a brief summary of important events affecting labor, concerning the industrial, legislative, and judicial fields, and such other information that will benefit trade union movement.

AGITATE! EDUCATE! ORGANIZE!

STAFF AND F. P. WALSH ON U.S. LABOR BOARD

Washington, March 2.—The five capitalists and five labor representatives appointed by Secretary of Labor Wilson to formulate a national labor policy, effective during the war, have each selected a prominent citizen who will guard the interests of the public.

The employers have named ex-President Taft and the unionists have named Frank P. Walsh, of Kansas City, chairman of the United States commission on industrial relations, which recently passed out of existence by statutory limitation.

The labor members of this national labor policy commission are: Presidents Hayes of the mine workers; Hitchman of the glass workers; Johnston of the machinists; Rickert of the garment workers and Victor Olander, second vice president of the seamen. President Johnston replaces President Franklin of the brotherhood of boiler makers, who resigned to accept a position under W. S. Carter, president of the brotherhood of locomotive firemen and enginemen, who is associated with Director General of Railroads McAdoo as a war committee. The brotherhood executive handles shop conditions.

The employer members of the national labor policy commission are: L. A. Osborne, of Chicago; New York city; Charles F. Brooks, Aurora, Ill.; Samuel Rea, Philadelphia, and C. Edwin Michael, Roanoke, Va.

WHY CAN'T P. O. MEN UNITE?

El Paso, Tex., March 2.—The El Paso Herald suggests that Postmaster General Burleson ask the head of the government's policy on trade unionism, as indicated in the action of the president's mediation commission.

"How is this pro-unionism to be reconciled with the anti-unionism of the government toward unionism in the post office department?" asks the Herald.

"Postal employes now understand that union agitation is equivalent to the loss of a job. The most ignorant of private employers was never more drastic in opposition to unions than the post office department has proved to be.

"It would relieve a certain confusion in the public mind if the government would clear up this discrepancy, at least to the extent of applying civil servants as well as it expects private employers to apply the Lever law.

The report of the president's mediation commission referred to by the El Paso Herald is as follows:

"Modern large-scale industry has effectually destroyed the personal relation between employer and employe, the knowledge and co-operation that once, from personal contact. It is, therefore, no longer possible to conduct industry by dealing with employes individually and recognition of collective relationship between management and men is indispensable. The recognition of this principle by the government should form an accepted part of the labor policy of the nation."

LIBERTY RAMPANT.

Los Angeles, Cal., March 2.—The Southern California Edison company is disciplining employes who think their working conditions be improved. Even non-unionists are included in the victimization. This is shown in the case of E. Payne, a non-unionist, who was unwise enough to quote the Declaration of Independence to his foreman. He submitted Wood. That official replied:

"You have some wrong ideas upon the relations that exist between men and corporations. You have misconception from the Declaration of Independence that every citizen has the inalienable right to life, liberty and the pursuit of happiness is entirely correct, and I thoroughly believe in it. Life you have; happiness you must pursue, though I doubt if your attitude of mind will permit of contentment; liberty is yours and that here may be no question upon this point the Southern California Edison company dispenses with your services immediately."

LAWYERS NOT NECESSARY.

Washington, March 2.—Secretary of the Treasury McAdoo announced that neither soldiers, sailors, or their dependents or any beneficiaries under the soldiers and sailors insurance act need employ attorneys or claim agents to collect the insurance. That the employment of such intermediaries is needless expense.

The claim of collecting insurance claims is very simple and the proper blanks can be secured from the bureau of war risk insurance or on application. The name of the person in the service who was killed or injured and the relationship of the claimant to the person making the claim should be given. Further information or assistance is rendered by the claims bureau of war risk insurance will gladly furnish it.

DEFEAT STATE COSSACKS.

Trenton, N. J., March 2.—The state senate has defeated the cossack bill, which passed the assembly by a vote of 34 to 17. Only 51 senators are confident they can hold their lines in the senate if the cossacks again appear.

The bill is urged by business men to have become much interested in checking crime in the rural communities. Organized workers insist that the bill is intended to be used against strikers.

PROFIT RECORD BROKEN.

New York, March 2.—The annual report of the Singer Manufacturing Sewing company shows that last year's profits broke all records. Net warnings were $3,561,182, after deducting $1,100,000 for the excess profits tax and making liberal allowances for wear and tear on the equipment. Clear profits were $1,-99,571 larger than the year before and equal to $24.50 a share of common stock.

SUFFS GAIN IN CANADA.

Ottawa, Ontario, March 2.—The extension of the franchise of Canadian women has been announced by the government as a part of its established policy. At present women throughout this city with government officials, trade unionists urged that "the other half of the fighting force at home should be accompanied by political equality."

BUILDING CRAFTS GAIN.

Atlanta, Ga., March 2.—The eight-hour day and substantial wage increase have been granted organized building craftsmen by the R. M. Hunter Construction company. Both parties employ a large number of men.

RAILROAD OWNERSHIP REJECTED BY SENATE

Washington, March 2.—By a six to six vote the senate interstate commerce committee today rejected an amendment of Senator Johnson of South Dakota that savored of government ownership of railroads.

The senate was considering the administration's railroad bill which couples the government with financial and other powers to operate these properties. Senator Johnson opposed the return of the railroads to private control after the war ended. His amendment provided that the federal control of railroads and transportation systems herein and heretofore provided shall continue for and during the period of the war and until congress shall order otherwise."

This was rejected by a vote of 6 to 10, with 22 not voting.

The bill as passed gives the president almost unlimited powers. Dividends to stockholders equal to the average annual net earnings for three years are guaranteed. It is estimated that this will cost the government nearly a billion dollars annually. Senator Cummins attempted to reduce these figures about $175,000,000, but was defeated, 12 to 22.

The four railroad brotherhoods and representatives of several A. F. of L. internationals appealed to congress not to set a time for the return of the roads to private control, but to refer this question for future determination "and thereby giving ample time for the consideration of matters growing out of the temporary control of same with equal justice to all parties at interest." Frank Morrison, secretary of A. F. of L. internationals signed this appeal.

Messrs. Ryan, railway car men; Franklin, boiler makers; Kelly, electrical workers; Hynes, sheet metal workers; Hitchman, machinists, association, machinists, and A. O. Wharton, president of the A. F. of L. railway employes' department.

COTTON STATISTICS.

Washington, March 2.—The federal census bureau has just issued its census of cotton manufactures, taken in 1914. It shows that the number of earners were employed that year and the average wage was $337 a year. This is exclusive of officials.

The report indicates why cotton manufacturers were so opposed to the passage of the federal child labor law, which became effective last September. It shows that 18.1 per cent of the 47,321 employes in this industry in North Carolina, over 18 per cent in South Carolina and over 17 per cent in 1914 this per centage dropped to 12. Massachusetts, with 108,914 operatives in 1914 and 1915 employed 5.7 per cent and 5.9 per cent children under 16 years of age. Georgia is the one state that did not have a single child under 16 employed in 1914 in this industry although the number of children under 16 (418) is the smallest of any of the 22 states engaged in cotton manufactures.

FOOD WASTED IN NEW YORK.

New York, March 2.—While the government is urging every person to economize, there were 15,967,279 pounds of food wasted in this city in the last January, according to a report by Health Commissioner Amster. A large portion was perishable vegetables, spoiled through freezing or delayed transportation. Much of this spoilage, said the commissioner, could have been saved if it had been used immediately after the shipments arrived here, instead of being allowed to stand and decay or in terminals lacking facilities for storing perishable products. Over 4,500,000 pounds of potatoes were lost, and 2,000,000 pounds squash and turnips were destroyed in large quantities.

The report suggests that the federal and state authorities act to eliminate as much waste as possible because the city machinery is as yet inadequate.

WOMEN'S WAGE IS LOW.

Boston, March 2.—More than 65,000 women and girls employed in factories and mills at a wage of less than $9 a week, Henry Sterling, trade unionist, told the state minimum wage commission, which is considering legislation affecting wage workers. Sterling and other unionists asked that "teeth" be inserted in this legislation. Now the state minimum wage law empowers only recommending wage scales for women. Eben S. Stevens, a large manufacturer, urged that conditions remain as they are, because, he said, it was not wise to "bring the employer into court" as the prosecuting attorney to this commission.

Mr. Stevens feared that the commission, in its desire to enforce a living wage for women, would be given "broad handling powers," and fearing that Massachusetts industrial plans by raising wages.

CAN'T RUN THEIR BUSINESS.

Washington, March 2.—What has become of the slogan "the right to run my business?" For years this has been the stock argument used by unionists, who now see their pet phrase shot full of holes by Uncle Sam.

The latest to realize the passing of "the good old days" are two ketchup companies in Cleveland, Ohio, who have been ordered by the food administrator to shut up shop and stop doing business for the rest of the year, as a penalty for violating orders.

MORE MEN THAN JOBS.

Hartford, Conn., March 2.—There are more men than jobs in this state and the labor shortage cry of munitions manufacturers and employers is not founded on fact, reports Miss Charlotte Holloway, special investigator of the state commissioner of labor. She says that investigations at employment agencies in this city and number of appliances over the draft or army age and more applicants for places than there are calls from employers.

BREAK FREIGHT BLOCKADE.

New York, March 2.—The accumulation of export freight at the six North Atlantic ports has been reduced by about 10,000 car loads, or 25 per cent, since the government began operation of railroads, it was stated by government officials today. This has been reduced 24 per cent.

CUTTERS RAISE WAGES.

Baltimore, March 2.—Clothing cutters' union of 15 have secured wage increases of $2 a week and agreements with several shops that were formerly non-union.

WIRE MEN RAISE WAGES.

Dallas, Tex., March 2.—Inside electricians have secured wages increased 20 per cent and hours reduced to eight. Construction company. Both parties employ a large number of men.

TEXAN PAWS THE AIR; DON'T LIKE 8 HOURS

New Orleans, March 2.—The convention hall of the Southern Pine association in Washington, La., where John H. Kirby, of Houston, Texas, concluded his speech against ornamental hall, all others who favor an eight-hour day.

Mr. Kirby expressed alarm over conditions in Washington, the organized labor, he said, menaces our institutions because of threats to lawmakers.

The speaker handled government officials rather gingerly, however, and declared that Secretary McAdoo was a "good fellow," but possessing "foolish notions about the shorter workday."

Mr. Kirby proved he is too smart to condemn the American Federation of Labor as an institution, but accomplished his purpose by denouncing "the bitterly anti-union and dangerous number of the rank and file of the American Federation of Labor who have no patience with our institutions, no beliefs in our ideals, no respect for our history.

"It is the business of operating with the purposes of demagogues in our public affairs to foment strife, to revolve us in revolutions and sooner or later destroy the republic organized and developed by our forefathers.

Keen observers hint that Mr. Kirby's fire alarm utterances were caused by the fact that organized labor in an increased sentiment in favor of eight hours in the Beaumont, Texas, shipyard and in the lumber industry, in both of which he is interested.

WOMEN SUPPLANT MEN.

Spokane, Wash., March 2.—Federal union No. 12,222, affiliated with the A. F. of L., protests against the employment of women in the lumber and railroad industries while men are looking for employment. The union says:

"The employment of women in Spokane at present seems to be rapidly increasing. Women are, at present employed at labor that is hard, dangerous and unwholesome and the boasted American chivalry has bowed to the dollar."

While the resolution was being considered by the central labor council delegates declared there is plenty of idle labor. Secretary Duncan said it is no necessity for employing women on the pretext of a labor shortage.

The council opposed the employment of women at heavy manual labor and the secretary was instructed to notify their husbands are able to earn wages.

SMELTER MEN FORCED OUT.

Phoenix, Ariz., March 2.—The discharge of three non-unionists at the Hayden smelter was the cause of both a strike and a stoppage of copper production that totals 10,000 tons per month. The men asked that wages be increased 50 cents a day.

The plant is owned by the American Smelting and Refining company, which denies the employes the right to organize, although officers of the corporation make tearful pleas for defense funds.

Because of the importance of copper production at this time Thomas J. Croxall, chairman of the state council of defense, attempted to mediate the differences, but the company refused to receive him. Croxall is president of the state federation of labor.

FULL CREW LAW UPHELD.

Philadelphia, March 2.—Chief Justice Brown, of the supreme court, has ruled that a dining car conductor is not a brakeman so that railroads must not include him when they are complying with this law.

The railroads insisted that the dining car conductor is a "member of the train crew" and therefore a brakeman. The public service commission denied the claim and the supreme court supports the commission.

SHOP MEN ORGANIZING.

Topeka, Kan., March 2.—A wave of organization is sweeping over employes of the Atchison, Topeka & Santa Fe railroad. This concern employs 10,000 men—or it did—several years ago when the machinists' union suffered a temporary setback, after a long strike.

Company officials now find that not only the skilled workers, but unskilled as well are flocking to the unions.

VOTE TO JOIN A. F. OF L.

Frostburg, Md., March 2.—The Allegany County Teachers' association has voted to affiliate with the A. F. of L. To prove that they can manage their own affairs, the teachers excluded the superintendent and assistant superintendent of schools from the meeting by passing a resolution that "attendance at the sessions be limited to the regularly employed teachers of the county."

MACHINISTS REDUCE HOURS.

Hamilton, Ohio, March 2.—The American Can company and the Hamilton Machine Tool company have granted their machinists the eight-hour day, pay for overtime and increased wages.

U. S. Senator Hollis Defends Organized Ship Workers

Washington, March 2.—The public press, last week, drew public publicity to a speech by Senator McCumber of North Dakota, who charged labor with being bolsheviki and capitalists with profiteering. His solution for profiteering was to clap capitalists on the wrist. In the case of labor he took strong ground and in thunderous tones demanded that it be conscripted—or, "registered," as he termed it.

The public press, however, made sparse mention of this reply by Senator Hollis of New Hampshire:

"Mr. President, in the general indictment of this country and the people thereof that has just been rendered by the distinguished senator from North Dakota, my attention is attracted by his charge that the labor of the United States in this emergency is unpatriotic. I challenge any one to deny that charge. I deny it most emphatically. I ought further to say that the senator has no right in indicting the government, the war department, the shipping board, the industries, those who are at work, who do not work, those who work in the mines, those who work in the farms. With his natural gallantry, he exempts the women, and I thought that it was rather complimentary in a sense of pride, to exempt members of congress, but before he took his seat he indicted the members of congress—all with the American Bankers' association and a republican convention, but men were told that they had to and to build ship yards, and then the evidence comes in that they have been wasteful and extravagant about it. There are senators now at Hog Island investigating that subject, and we shall get the truth from them; but when these capitalists are charged with extravagance and profiteering by them to lay it on organized labor and say that they are not driving as many rivets as they did before the war. My information is that laborers have been taken there and kept day after day without having a chance to work; that they have been taken there and sent to work, and then there is no place for them to live, except miles and miles away, so that it takes them hours to get to their work. How can a man drive rivets when he is traveling on street cars or walking back and forth to his work?

"I am told that the rivets that have been driven there by capitalists in this country are deficient; that they are not made of the proper material, that they are not driven right. I am also told that the pneumatic guns for driving the rivets have been insufficient, due to the lack of coal or due to cold weather.

"I do not know that labor at Hog Island is deficient in some respects. That would not be surprising, for the labor engaged is the men who are living in their own homes. They will not leave New Hampshire, they will not leave New York, and they will not leave Ohio to go to Hog Island to work when they are satisfied with their conditions at home. You get the loafers for that work; you get the men who are looking for a chance to improve their condition; who are looking for a small day's work for a large day's pay, perhaps. You will not get the men there at first, though they may come later.

"They will be impudent boys; there will be boys who will not work; you can not help that; but those isolated cases do not prove that the great bulk of American labor in this country is unpatriotic. If I believed that statement, I would favor making immediate peace with the kaiser on the best terms I could get. We are not win the war unless American citizens generally and American workmen in particular are patriotic.

"It is no way to make workmen satisfied and contented and efficient to call them names; to call them bolsheviki; that is not the way to do it. There is a great labor problem in this country; there is a greater one in England; there is a great one in France, and a greater one in Italy, in Russia; but the way to solve that problem is not by abusive language, argument and debate and counsel with one another, and not by abusing the labor leaders or ex parte statements against them."

ASKS VOTE OF FUNDS FOR LABOR PROGRAM

Washington, March 2.—Secretary of Labor Wilson has asked congress for an appropriation of $2,061,811 to put into operation the labor administration. This program is:

Means of furnishing an adequate and permanent supply of labor to industries.

(a) A satisfactory system of labor exchanges. (b) A satisfactory method and administration of training of workers. (c) An agency for determining priorities of labor demand. (d) Agencies for dilution of skilled labor in and when needed.

Machinery which will provide for the immediate and equitable adjustment of controversies in accordance with principles to be agreed upon between labor and employers during the critical period of work. Such machinery comprises a deal with demands concerning wages, hours, shop conditions, etc.

Machinery for safeguarding conditions of labor in the production of war materials. This includes industrial hygiene, safety, woman and child labor, etc.

Machinery for safeguarding conditions of labor, including housing, transportation, etc.

Fact-gathering body to assemble and present data collected through various governmental agencies and also by independent research, to furnish information necessary for favorable legislative action.

Public and educational division, which has the function of developing sound and effective methods for the exchange of information between departments and between employers and employes, and promoting industrial plants loonly.

BANS PRIVATE CARS.

Washington, March 2. — Director General of Railroads McAdoo has requested Attorney General Gregory and Vanderbilt to use a private car to go from New York to the south. A few days ago Mr. Dukat, head of the American Tobacco company was accorded similar treatment. The director general has declared that these cars may be used when 40 tickets are sold. The car in which Mr. Dukat is riding was filled. Since the government took control of the railroads permits for only 15 private cars have been granted. One carried the governor general of Canada and his suite from Ottawa to Washington to confer with Wilson. The second was for a French mission which is likely to visit Hot Springs, Richmond, and the third for Lord Reading, the English ambassador, and was routed from New York to Washington.

NO SHORTAGE IN OKLAHOMA.

Oklahoma City, Okla., March 2.—At a meeting of the executive board of the Oklahoma federation of labor statistics were quoted to prove that the shortage-of-labor cry in this state is a fake. It was shown that the state free employment offices reported for the week ending February 15 that 1,417 men were applying for work and that only 132 calls were made. Of this number 113 applied for farm work, so that only 19 were called for.

"These statistics," the unionists say, "show the necessity for a careful survey before any action is taken by the state. The requirements of chap labor the opportunity to flood the labor market for their benefit. We ask for the co-operation of those citizens who are unemployed and looking for work."

10 ENGINES A DAY.

Philadelphia, March 2.—The Baldwin locomotive works expects to add nearly 10 engines a day during the next 12 months, according to the annual report. These engines are valued at $30,000,000, which, with other work, brought the total production of the plant up to $98,000,000 against $68,000,000 the previous year, and more than seven times the aggregate sales in 1914. Profits are so large that $10,000,000 will be added to the surplus of nearly $9,000,000 caried over from 1916.

8-HOUR LAW TO STAND.

Olympia, Wash., March 2.—Continuous appeals are being made by employers to State Labor Commissioner Younger to set aside the state's eight-hour law. The latest scheme is to let the women work nine hours that they may invest in war savings stamps. Commissioner Younger is not impressed with the numerous appeals of these employers, who are satisfied that the law will stand until the governor finds that an actual emergency exists.

BUTCHERS JOIN UNION.

Chicago, March 2.—Since last November the following localities have been organized by the Amalgamated Meat Cutters and Butcher Workmen:

South St. Paul, Minn.; Fort Dodge, Ia.; Long Beach, Cal.; Reno, Nev.; Taft, Cal.; Minneapolis, Minn.; Billings, Mont.; Tulsa, Okla.; Wichita, Kan.; four locals in Chicago, and two in Kansas City, Kan.

BRICKLAYERS GAIN.

Memphis, Tenn., March 2.—An arbitrator has rendered a wage decision very between the Bricklayers' union and general contractors. Wages are fixed for a year, which will be on the scale $7 1-2 cents an hour or $7 for an eight-hour day.

UNORGANIZED STRIKE.

Graniteville, S. C., March 2.—Nearly 700 unorganized textile workers in this locality are striking against the 55-hour week. Operatives have demanded 50 hours. Despite unsettled conditions cotton mills declare

ALIENS ON OUR SHIPS BLAMED ON OWNERS

Duluth, Minn., March 2.—Vessel owners and other influences that protest against aliens on American vessels are only blaming themselves for present conditions, says the Labor World of this city.

"It is no time to squeal," says the editor. "Andrew Furuseth, president of the Seamen's union, has been telling the people for more than 20 years that irksome and unloving conditions which Americans have long ago driven red-blooded Americans from the sea. The shipping trust and other marine corporations have done nothing but encourage the employment of Japs, Chinese and other Orientals as seamen. Yet until the passage of the much-abused seamen's act was there any attempt in this country, from the time of the civil war, to call back to the sea the able, courageous and intelligent men who were driven from their loved vocation by the greed of the shipping interests.

"Now we are put to the test, and the former exploiters of the sea, to escape the wrath of the nation, are attempting to fasten the blame on the seamen's union. But the people long ago were put wise to the truth."

"MUST-WORK" BILL SIGNED.

Trenton, N. J., March 2.—Governor Fidlo has signed a bill which provides for the employment and training of able-bodied males between the ages of 18 and 50 years. Violation of the law is punishable by a fine of not more than $100 or imprisonment for not more than three months, or both. Claims of inability to obtain employment is no defense. If an individual is found without employment, he must register with the state commissioner of labor, who has power to assign such individual to work. Persons so assigned, shall receive compensation at the rate usually paid for such work in communities where they are employed. The ratio shall not exceed 20 per cent of the number of mechanics in any one trade in any locality.

The agreement protects the seniority of all mechanics after the present emergency has passed. Then, when a reduction in the working force is necessary, employes in accordance with their seniority, shall be set back first; then advanced appedtices, and the remainder laid off until all such promoted helpers and apprentices have been set back.

SHIP WORKERS LURED WEST.

San Francisco, March 2.—It is stated that the federal department of justice is trailing men who are impersonating government officials in the east and luring workers to California by promises of employment. This fact came to light, says the San Francisco Bulletin, in an inquiry into the strange activities of government four-minute men carrying on propaganda among laborers while there are in this city hundreds of ship builders who cannot find work.

"There are unquestionably large numbers of ship workers here who cannot obtain employment," said A. Bruce Bielaski, chief of the bureau of investigation of the state council of defense, "and it is unfortunate that workers gained the impression that there is work for them if they are quickly available."

ALL IN U. S. SERVICE

Washington, March 2.—The government of the United States and of the railroads, the officers and employes of the various companies no longer serve two masters, but one, Director General of Railroads McAdoo in a plea that all connected with the railroads "get the spirit of the service."

"There must be co-operation, not interference," he continues, "confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each other's rights and feelings; a fine discipline based on mutual respect and sympathy and an earnest desire to serve the great public faithfully and efficiently."

It is stated that wage demands will be passed upon as promptly as possible and that such determinations will be made retroactive to the first of the year and adjusted accordingly.

SALES TOTAL $44,034,844.

New York, March 2.—The Pressed Steel Car company reports for 1917, shows gross sales of $44,034,844, which was $12,824,178 more than in 1916.

This concern is decidedly anti-union and it would be interesting to see if gains are reflected by this statement to the stockholders by President Hoffstot.

The labor problem is a difficult and we can no better illustrate this than by the statement that during the past year 40,000 men per month were employed in the shipbuilding industry, which means 480,000 men in service with us. This changing employment slows down production and tends to make high costs."

MACHINISTS VICTIMIZED.

Los Angeles, Cal., March 2.—The Southern Pacific railroad is discharging machinists who are attempting to organize the company's shops in this city.

The men were told that "they were not discharged, but that they can not work in the Los Angeles shops any longer."

Federated shop trades are discussing the matter with government officials.

WANTS IDLE LAW ENFORCED.

Charleston, W. Va., March 2.—The West Virginia law which makes tramping a crime is to be enforced, the governor Cornwell appeals to newspapers to help create a public sentiment to help enforce the law. The governor complains that no one will use affidavits against violators of the legislation.

CARPENTERS WANT MORE.

Huntington, W. Va., March 2.—Carpenters are asking that wages in increased from 40 cents an hour to 50 cents an hour, time and one-half for overtime and double time for work on Sunday and holidays. Saturday afternoon, Sundays, with no work on Labor day except to save life or property. Agreements and wages are included in the proposed contract.

MICHIGAN LABOR PLENTY.

Lansing, Mich., March 2.—Employment Director Hall announced that 20,766 acquisitions for nonfarm jobs had succeeded in placing 9,418.

BROOM MAKERS UNION.

Kansas City, Mo., March 2.—The central labor union has protested against the $5,000,000 appropriation in the agricultural appropriation bill, which lengthens the work day of federal employes in Washington. This legislation is backed by Congressman Borland, who lives in Kansas City.

TUBERCULOSIS FOE DIES.

New York, March 2.—Oliver Bell, founder of the American committee on

ORGANIZED SHOP MEN AGREE WITH UNCLE SAM

Washington, March 2.—Four hundred thousand railway shop employes, acting through the A. F. of L. railway employes' department, have reached an agreement with Director General of Railroads McAdoo.

Because of the deplorable condition of railroad equipment throughout the country and the impossibility of immediate movement of the vast supplies, the shop men have agreed, during the present emergency, to work a reasonable amount of overtime, if necessary, with present rates governing overtime to prevail. This latter clause is subject to the decision of the railroad wage commission, now considering the question of wage increases for these workers.

Age limits, physical examinations and exact blacklists of the workers are abolished, and a thorough understanding on "no discrimination" between the railway shop men has been reached. The latter condition has been emphasized by Director McAdoo, in an order issued February 11, and in which he says: "No discrimination will be made in the employment, retention or conditions of employment of employes because of membership or non-membership in labor organizations."

Apprentices who have served three years will be promoted to mechanics and paid the going wage rate. If this, at the end of the year, proves does not relieve present conditions in the shops, helpers will be promoted, paid accordingly and given the same opportunity to learn all branches of the trade. In this section the unions will waive their rules in so far as provided that the duly authorized committee of each trade shall be consulted and agree upon the number at in promoting helpers and the ratio to be left in the shops. The ratio shall not exceed 20 per cent of the number of mechanics in any one trade in any locality.

The agreement protects the seniority of all mechanics after the present emergency has passed. Then, when a reduction in the working force is necessary, employes in accordance with their seniority, shall be set back first; then advanced appedtices, and the remainder laid off until all such promoted helpers and apprentices have been set back.

SHIP WORKERS LURED WEST.

San Francisco, March 2.—It is stated that the federal department of justice is trailing men who are impersonating government officials in the east and luring workers to California by promises of employment. This fact came to light, says the San Francisco Bulletin, in an inquiry into the strange activities of government four-minute men carrying on propaganda among laborers while there are in this city hundreds of ship builders who cannot find work.

"There are unquestionably large numbers of ship workers here who cannot obtain employment," said A. Bruce Bielaski, chief of the bureau of investigation of the state council of defense, "and it is unfortunate that workers gained the impression that there is work for them if they are quickly available."

ALL IN U. S. SERVICE

Washington, March 2.—The government of the United States and of the railroads, the officers and employes of the various companies no longer serve two masters, but one, Director General of Railroads McAdoo in a plea that all connected with the railroads "get the spirit of the service."

"There must be co-operation, not interference," he continues, "confidence, not suspicion; mutual helpfulness, not grudging performance; just consideration, not arbitrary disregard of each other's rights and feelings; a fine discipline based on mutual respect and sympathy and an earnest desire to serve the great public faithfully and efficiently."

It is stated that wage demands will be passed upon as promptly as possible and that such determinations will be made retroactive to the first of the year and adjusted accordingly.

SALES TOTAL $44,034,844.

New York, March 2.—The Pressed Steel Car company reports for 1917, shows gross sales of $44,034,844, which was $12,824,178 more than in 1916.

This concern is decidedly anti-union and it would be interesting to see if gains are reflected by this statement to the stockholders by President Hoffstot.

The labor problem is a difficult and we can no better illustrate this than by the statement that during the past year 40,000 men per month were employed in the shipbuilding industry, which means 480,000 men in service with us. This changing employment slows down production and tends to make high costs."

MACHINISTS VICTIMIZED.

Los Angeles, Cal., March 2.—The Southern Pacific railroad is discharging machinists who are attempting to organize the company's shops in this city.

The men were told that "they were not discharged, but that they can not work in the Los Angeles shops any longer."

Federated shop trades are discussing the matter with government officials.

WANTS IDLE LAW ENFORCED.

Charleston, W. Va., March 2.—The West Virginia law which makes tramping a crime is to be enforced, the governor Cornwell appeals to newspapers to help create a public sentiment to help enforce the law. The governor complains that no one will use affidavits against violators of the legislation.

CARPENTERS WANT MORE.

Huntington, W. Va., March 2.—Carpenters are asking that wages in increased from 40 cents an hour to 50 cents an hour, time and one-half for overtime and double time for work on Sunday and holidays. Saturday afternoon, Sundays, with no work on Labor day except to save life or property. Agreements and wages are included in the proposed contract.

MICHIGAN LABOR PLENTY.

Lansing, Mich., March 2.—Employment Director Hall announced that 20,766 acquisitions for nonfarm jobs had succeeded in placing 9,418.

BROOM MAKERS UNION.

Kansas City, Mo., March 2.—The central labor union has protested against the $5,000,000 appropriation in the agricultural appropriation bill, which lengthens the work day of federal employes in Washington. This legislation is backed by Congressman Borland, who lives in Kansas City.

TUBERCULOSIS FOE DIES.

New York, March 2.—Oliver Bell, founder of the American committee on